

0728Z 28 OCT 65

T O P S E C R E T

25X1A

DIRECTOR

[REDACTED]

PRIORITY

IN 67930

TOR 1053Z 28 OCT 65

OP-1-10

25X1A

[REDACTED]

FROM SHELTON

1. FOLLOWING IS STATUS REPORT OF RECENT DEVELOPMENTS AND
ACTIONS PERTAINING TO ARTICLE 352 ACCIDENT.

25X1A A. MET WITH [REDACTED] 26 OCT TO REVIEW [REDACTED] 25X1A
OPERATIONS. UTILIZATION OF COMMERCIAL MEANS BEING TEMPORARILY HELD
25X1A TO DETERMINE IF [REDACTED] IS NOT THE BETTER CHOICE. [REDACTED] 25X1A
25X1A ESTABLISHED CONTACT WITH [REDACTED] HQ SAME DATE AT HIGHEST
25X1A LEVEL, WITH [REDACTED] AGREEING TO COVER DIRECT EXPENSES INCURRED BY
25X1A [REDACTED] SURE WE WILL BE ASKED TO REIMBURSE [REDACTED] LATER THIS AMOUNT. 25X1A
25X1A UNDERSTAND FROM [REDACTED] THIS WILL BE "SMALL MONEY, PER DIEM".
[REDACTED] SURVEYING AREA AND REQUIREMENTS TODAY (28 OCT).

[REDACTED]

25X1A

THIS ADVANCE PLANNING MIGHT SAVE TIME IN LONG RUN.

25X1A

25X1

2. MEETING HELD [REDACTED] 27 OCT AND REPORTED IN JOINT [REDACTED] AND
[REDACTED] WAS MOST PROFITABLE FOR ALL CONCERNED.

25X1A

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CITED MESSAGE TRULY FACTUAL AND GOOD RESUME OF ATMOSPHERE AND
25X1A THINKING IN [] YOUR QUICK ACTION TO RETURN PEOPLE AND ARTICLE
25X1A [] WILL ENHANCE OUR ABILITY TO SHOW GOOD INTENT AND BASIC
AGREEMENT WITH THEIR RECOMMENDATIONS. AT THIS MEETING I AVOIDED
ARRIVING AT A MOST PROBABLE CAUSE DUE TO LIMITED FACTS AVAILABLE.
MUST ADMIT THAT WE THROUGH THEORY COULD SUPPORT BELIEF THAT
PROBABLE CAUSE COULD INCLUDE AUTO PILOT, STRUCTUARL FAILURE,
CONTROL PROBLEM, ENGINE MALFUNCTION, AIRSPEED INDICATING ERROR,
OR POSSIBLY PILOT TECHNIQUE IN COPING WITH WHAT MIGHT HAVE BEEN
25X1A SOME MINOR MALFUNCTION OR EMERGENCY. []

[] IT WAS
INTERESTING TO NOTE HOWEVER THAT [] BROUGHT OUT 25X1A
THIS POINT EVEN THOUGH WE ALL AGREED THAT [] NO DOUBT ONE 25X1A
OF THE BEST PILOTS IN THE PROGRAM AND ONE WHO ALWAYS ADHERED
STRICTLY TO ESTABLISHED PROCEDURES AND FREQUENTLY STUDIED AND
RESTDIED OPERATING MANUALS ETC.

3. ALTHOUGH WE HERE HAVE NOT ESTABLISHED ANYTHING DEFINITE
I HAD ALREADY INITIATED A SOUL SEARCHING APPROACH INTO ALL OF
OUR METHODS AND PROCEDURES. TO AVOID WORKING OURSELVES INTO A
STAND DOWN EARLIER IN THE WEEK I STARTED CAUTIOUS LOCAL FLIGHT
TRAINING SCHEDULE ON TUESDAY FIRST WITH [] 25X1A
25X1A [] THE FIRST PERIOD ON WEDNESDAY. THIS WORKED WELL
SINCE STAND DOWN WAS INITIALLY DISCUSSED BY [] YESTERDAY. 25X1A
HE SUBSEQUENTLY AGREED OR REPHRASED HIS COMMENT TO PROCEED WITH
CAUTION.

25X1A 4. PLANNED ACTIONS [] INCLUDE:

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25X1A A. COMPLETE QUALITY CONTROL SPOT INSPECTION ON NBR 359
TOMORROW 29 OCT. (THIS WORK WILL BE ACCOMPLISHED DURING NORMAL
[] HOURS SO THE WORK BEING DONE IS OBVIOUS AND INDICATIVE
OF OUR INTENTIONS)

B. THE SAME METHODICAL QC INSPECTION WILL BE PULLED ON
384 MONDAY 1 NOV.

25X1A C. ALL [] WILL BE GIVEN INFO
AVAILABLE ON 352 ACCIDENT WITH THOROUGH DISCUSSION OF ALL
POSSIBLE CAUSES AS THEY MIGHT RELATE TO ACTIONS A PILOT SHOULD
TAKE OR CONSIDER.

D. CONCENTRATED GROUND TRAINING DURING THE WEEK ON
EMERGENCY PROCEDURES WITH EMPHASIS ON ESCAPE SYSTEM (WATER AND
GROUND SURVIVAL INCLUDED).

5. UNLESS SOMETHING NEW IS DISCOVERED THAT DICTATES OTHER
ACTIONS, I ANTICIPATE RETURN TO NORMAL OPERATIONS PRIOR TO THE
END OF NEXT WEEK. SO FAR I HAVE NOT DETECTED APPREHENSION OR
DOUBT IN THE MINDS OF 35TH SQND PERSONNEL. []

25X1A

ONCE HE RETURNS SHOULD ALSO HELP IN OVER ALL RESTORATION OF
CONFIDENCE ETC. HAVE STRESSED AND WILL CONTINUE []

25X1A

25X1A [] WITH COMMON OBJECTIVES AND THE END PRODUCT
COMES FROM HAVING BEST POSSIBLE AIRCRAFT, SYSTEMS AND PILOT WITH
NO LINES OF DEMARKATION BETWEEN []

25X1A

6. SHOULD YOU NEED OPS MISSION IN THE INTERIM I BELIEVE IT
COULD BE SOLD BUT RECOMMEND HOLDING OFF FOR A FEW DAYS IF
POSSIBLE WITHOUT ANY OFFICIAL REFERENCE TO RELIEF FROM ALERT

EXCEPT FOR POSSIBLY THIS WEEKEND. SHOULD YOU RELIEVE [] ALERT

25X1A

25X1A

IN 67930



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THIS WEEKEND, REASON MIGHT OFFICIALLY BE REST AND RECUPERATION
FOLLOWING EXTENDED PERIOD OF WORK.

END OF MESSAGE

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